

village of Mystic, where there is established a considerable manufactory for Agricultural tools, and also a Cheese factory, these branches of industry would necessarily increase with the facilities of railway communication. It will be seen by the profile that the grades here are rather heavy in one or two instances, but very short. From this point the line will run directly for Farnham passing through a wood about five miles long, in the centre of which or nearly so, are some saw mills, having at the present moment the very worst possible roads for the conveyance of their produce; through the whole of this district the country is very favorable; at the mills in question called Saxe's Mills, there will be a bridge of about 40 feet to cross the stream there. From Saxe's Mills to West Farnham the same general uniformity of level continues, but at West Farnham the passage of the Yamaska will be costly and the approaches to the River steep for a few hundred feet only; at this point there will be a junction with the Stanstead and Shefford Road and South Eastern Counties Railway, where a station of very considerable importance for all three lines must quickly develop itself.

Hence the *Tracé* is carried directly for L'Ange-Gardien, St. Paul d'Abbotsford, St. Pie, and St. Hyacinthe.

There are some works of importance in this district, but the general level of the surface is favourable. A deviation however from West Farnham to St. Pie, is quite practicable, if circumstances should in your opinion render it desirable. This deviation is shown on the plan by a blue line, passing direct from West-Farnham, and following the Yamaska River to opposite St. Césaire and then to St. Pie; the increased length of the line will be quite inconsiderable and the works to be executed but slightly augmented, the cost of this deviation would not exceed \$6000 and the country through which it would pass is highly cultivated throughout.

At St. Pie the line will again cross a branch of the Yamaska or Black River and run nearly straight for the Grand Trunk road opposite St. Hyacinthe.

I have with much regret been obliged to leave St. Dominique out of the line of road. There is a very considerable and important trade between that village and district and St. Hyacinthe, which will pay well for the construction of a branch to that place later, but the profile which I submit with this, between the lime-kilns at the upper part of the village and the bog at the foot of the hill, imposes an impracticable passage in the middle of the proposed line. The